

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,298 九百零九年十月廿二日 HONGKONG, MONDAY, OCTOBER 22ND, 1900. 壹月十式年九百零九年十月廿二日 HONGKONG, MONDAY, OCTOBER 22ND, 1900. PRICE \$2<sup>1/2</sup> PER MONTH

New Advertisements will be found on page 4.

## TWO TONICS.

WATSON'S  
VIN DE QUINQUINA.

COLEMAN'S  
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A. S. WATSON & CO.  
LIMITED.

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CUTLER, PALMER & CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
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SQUARE BOTTLE WHISKY.  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for—  
LANE, CRAWFORD & CO.  
Hongkong. [41]

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Fine HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO. and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central  
Hongkong, 26th July, 1897. [49]

CUTLER, PALMER & CO.'S  
PRICE \$10.75 PER DOZEN  
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"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
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HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY LIMITED.  
TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour.  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour.  
11.30 a.m. to 12.30 p.m. Every quarter of an hour.  
12.30 p.m. to 6.30 p.m. Every quarter of an hour.  
6.30 p.m. to 8.00 p.m. Every ten minutes.  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour.  
10.30 a.m. to 11.00 a.m. Every ten minutes.  
Noon to 2 p.m. Every quarter of an hour.  
2.45 p.m. to 8 p.m. Every quarter of an hour.  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Manager.  
Hongkong, 1st May 1899. [2660]

VICTORIA  
CYCLE  
EMPORIUM.  
THE pleasure of cycling, consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLY" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptness and skill.  
Enamelling a specialty.  
MCKIRDY & CO.,  
43 & 44, QUEEN'S ROAD EAST,  
Hongkong, 23rd November, 1899. [2500]

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Established 1719.

CHAMPAGNE GROWERS AND  
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Ship only the Finest Quality  
Extra Dry (Green Seal).

LAUTS, WEGENER & CO.  
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Hongkong, 17th May 1898. [1521]

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PORTLAND CEMENT.

45.00 per Cwt. of 275 lbs. and 200 lbs.

35.00 per Cwt. of 250 lbs.

SHEWAN & TURNER & CO.

15, Queen's Road Central.

Hongkong, 2nd July, 1899. [1500]

15, Queen's Road Central.

Telephone 75.

15, Queen's Road Central.

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## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Design and Prices on application.  
Office, 17A, QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
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## SCOTCH WHISKY.

## COGNAC BRANDY.

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## CLARETS.

FROM THE FINEST CHATEAUX.

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Including Wines bottled by the

Celebrated firm

GEO. G. SANDEMAN, SONS &amp; CO.]

## AERATED WATERS.

ABSOLUTE PURITY GUARANTEED.

## HONGKONG DISPENSARY.

ESTABLISHED 1811.

BIRTH.  
At the American Pres. Mission School House, Kanazawa, Japan, on the 4th October, the wife of THOMAS D. HIGG, Kuling, of a son.The Daily Press.  
HONGKONG OFFICE: 14, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 22nd, 1900

Our Canton correspondent's letter puts a more serious appearance on the state of affairs in Kwangtung province than it has yet worn. Since the recapture of Weichow by the Imperialists the rebels seem to have recovered the ground lost and to be gaining large accessions to their numbers. The Canton report makes them out to be about twenty thousand strong now, and among their ranks are many deserters from the Imperial army, who, being members of the Triad Society, turned their arms against their comrades on the battlefield and completed the rout of the Government troops. The rebels are mainly Hakkas and Tungkun men; their leader is SUN YAT-SEN, whose rescue in London some time ago from the hands of the agents of the Chinese Government created such a sensation, and they are reputed to have obtained their funds from the Chinese of Singapore and America, who form the backbone of the Triad Society. They would appear to be well-armed, to judge from the success with which they have met. Where their weapons were obtained, we do not know; but it is highly probable that the extensive arms-smuggling before the outbreak of the present crisis in the north accounts for a great number. The objects of the rebels are very clearly defined. The principal end to which their efforts are directed is the subversion of the Manchus. The officials who fall into their hands receive no mercy. With this attack on the ruling class or clique is coupled the "protection of foreigners," who, it appears, have nothing to fear from the success of this party. This policy is in keeping with the placards issued by them and extensively circulated, as we hear, in the neighbourhood of Canton, and also with the letter which we published on the 11th instant over the signature "Pyramid." It seems as plain as possible that the rebellion is in its ten-

dencies the very reverse of that which has received the name of the "Boxer rising" in the north.

Such being the case, the position of England in the matter is difficult. The attempts of the southern officials to keep faith with us by the maintenance of order in the Liang Kwang merits our consideration, and if affairs get beyond their control intervention of some kind will be inevitable. But we have seen enough of the results of the mistaken policy carried out through the instrumentalities of Gordon at the time of the Taiping revolt, to warn us of the folly, or rather the crime, of forcing the Chinese to continue against their will under the incompetent and barbarous Manchu yoke. The *North China Daily News* in its issue of the 17th instant makes a suggestion which deserves serious attention. "The Allies" says our contemporary, "should open negotiations with the leaders of the rebellion, while it is in its inception and before it gets out of hand, for if its object is really to eject the Manchus and replace Kwang Hau on the throne with a reforming Chinese Cabinet, we must all be in sympathy with it." Some immediate step of this nature is urgently called for. It is a question whether the rebellion is not already getting beyond the power of the local Manchu and Chinese officials to cope with. No more unfortunate event could be imagined than that the rebels, or Reformers, as their leaders claim that they are, should have to be opposed by the armed strength of the Powers, among whom there is not one but knows that the cause for which the rebels profess to fight in one which must ultimately prevail—the abolition of the corrupt and decadent clique of Manchus who prevent all progress for China. If the Kwangtung insurgents can prove their sincerity and the purity of their motives, justice and civilisation itself must prevent us from putting them once more under the feet of their oppressors. Unfortunately the name of Triad has evil associations, particularly to us in Hongkong, and the Reformers must prove that they are opposed to many of the methods of this Society before they can appeal successfully to the sympathies of the world.

One fresh plague case and one death were reported during the 24 hours, ending at noon on Saturday.

We regret to have to record the death at the Government Civil Hospital on Saturday, at 4:45 a.m., of Mr. J. B. Philpott, late of the Deep Water Bay Works. The funeral took place the same afternoon.

In the *Gazette* the following additions to the register of qualified medical and surgical practitioners in the colony are notified:—Robert Lamont, French Consulate; Carl Georg Johann Rohrmann, Caine Road.

The Returns of Deaths for last month show that of a grand total of 469, the European and Foreign community claimed 26 deaths—16 among the civil population, 8 in the Army, and 2 in the Navy. The Chinese community lost 443, 104 of the deaths being in No. 2 District, and 43 in No. 3. Plague only occasioned 13 deaths, while chest affections accounted for 91, 6 in the European and foreign community. The rates in the principal registration district were—British and Foreign civil community 21 per 1,000 per annum; Chinese community, Victoria, Land 20.9, Harbour 24.3; Chinese community, whole Colony, Land 20.9, Boat 24.3, Land and Boat 21.4; British, Foreign, and Chinese, excluding Army and Navy, 21.4.

Mr. Hazelton had before him on Saturday a Chinaman named Lai Chun Samow, a boat-builder, against whom, it was alleged, he had had in his possession eight mace of prepared opium contrary to the law. He gave an oft-told defence that the drug was put under his table by the officers who were supposed to have "discovered" it, and the charge had been bolstered up by false statements. Constable Wilson proved the execution of the search warrant, and stated that when he entered the room he at once saw the opium under the table, so that it was impossible for the excise officers or any one else with him to have "placed" it there. His worship disbelieved the plea set up, and sentenced the accused to pay a fine of \$10, or suffer 14 days' imprisonment.

A karen was placed in the dock at the Magistracy on Saturday charged before Mr. Hazelton with being in possession of a number of taels of prepared opium. He gave his name as Li Cheung Shui, of 136, Des Vœux Road, and said he was a merchant of repute who had been in business for some years. He denied the charge, and said the opium was not his property, for it had been "placed" where it had been found in order to get him into trouble. Excise officer Wong Luk, No. 57, supported the charge, and in answer to His Worship said he did not know the name of the informer, although he had seen him once or twice before the present prosecution. His Worship: Where does he live?—Witness: I don't know. His Worship: Now, tell me, what percentage does the Opium Farmer give you for a find? The witness not answering for a second or two, His Worship: Does he not pay you ten per cent?—Witness: Yes. His Worship: Then why don't you say so; you know there's a recognised fee. The accused said he had a karen friend who would give evidence on his behalf, and His Worship adjourned the further hearing till Monday, allowing bail in \$100. It seems as plain as possible that the rebellion is in its ten-

The text of the Convention between the United Kingdom and Uruguay renewing the Treaty of Friendship, Commerce, and Navigation of November 13, 1885, is published in the *Gazette*.

It is notified in the *Gazette* that the Volunteers will fire from 2.5" R.M.L. and Machine Guns from the plateau above the former Customs Station at Lai-chi-hok in a westerly direction, over a sea range, from 2 p.m. to 6 p.m., on Wednesday and Saturday next.

Otto Soselberg pleaded guilty before Mr. Hazelton on Saturday at the Magistracy of being drunk and incapable in the Queen's Road early that morning. Fined \$2, or eight days. Sergeant McSwarrow arrested another "drunk" this time a Sikh—for "being under the influence" in Lyndhurst Terrace on Friday. He received the same punishment.

In consequence of pressure of business in Mr. Hazelton's Court, Mr. Hallifax heard a number of sanitary prosecutions, and punished the offenders who were prosecuted by the Sanitary Board's Inspector (Mr. Brett). For various breaches of the Ordinance referring to cockroaches eleven persons were fined \$10 each, and four other property-owners were each mulcted in a similar amount for neglecting to provide backyards to their premises.

Lo Sum, an attendant at the Wellington Barracks, was brought up in custody charged by Corporal Tsohy, R.A.M.C., with the theft of a bottle of kerosene oil from the Medical Officer's Room on the previous evening. He pleaded not guilty, and the Corporal said that when arrested the prisoner stated he was Capt. Bowley's "boy," although he subsequently denied it. Mr. Hallifax sentenced the accused to 14 days with hard labour.

The Tokyo Tram Company intends to change its name to "Central Electric Tram Company," since it has obtained permission to substitute electricity for horse power. A meeting of the shareholders was to be held on Saturday last to discuss details. Its capital, hitherto 1,700,000 yen, will be raised to 5 millions in shares of 50 yen each. The period of the Company's charter has been extended from the 45th to the 85th year of Meiji.

A Chinese fitter stood in front of Mr. Hazelton Saturday at the instance of Mr. Reid, the head watchman at Hanghong Dock, charged with stealing portion of a spindle which had been sent to the works by the Chief Engineer of the U.S.S. Monterey to be repaired, and part of which, in its turn, had been handed to the accused to work upon in the ordinary course of business. The charge was formally proved by Mr. Reid and other witnesses, and in sentencing the prisoner to two months' hard labour, His Worship remarked that there was no doubt a considerable amount of pilfering going on at the Dock, and he hoped the punishment awarded would have a deterrent effect upon others.

It seemed strange, and caused quite a little titillation among those who observed it. Without waiting for the well-known words "The evidence you shall give, &c.," a Chinese witness stepped into the box at the Magistracy on Saturday, immediately took the bib in his left hand, kissed it rather rapturously and replaced it. He had undoubtedly done this before he was seen by the court usher, for no other questions were asked, and that official administered the form of oath taken by Chinamen in the courts of law of the Colony, which the witness repeated without the slightest concern. He evidently thought, as he stood by the door of the court watching a European, giving evidence a few moments before he was called, that the kissing of the book was a portion of the Court's rite to be performed by Christians and heathen alike, for (as was afterwards gathered) he himself had no pretensions towards the former faith.

Sergeant Ritchie and Constable Hudson of the Wan-chai station made a rather smart capture on Friday, resulting in the conviction of two coal thieves, and a magisterial warning, which it is hoped will have the effect of stopping altogether the continual thefts of coal from junks and other small craft in the harbour. From the evidence tendered by the police officers to the magistrate, before whom the accused, Kam Choi and Chan Sang, were brought on Saturday, it appeared that the sergeant espied two men in a coal boat rowing hastily towards some coal junks anchored out in the harbour. Two other boats were making for the same spot, and he (the sergeant) engaged a sampan and put off in pursuit, leaving the constable on the bank to watch for any landing. Of course directly the officers were perceived, the Chinamen used every means in their power to escape, but while two of the boats managed to outwit the pursuing ones, the third was being gradually overtaken when it made for the shore. There they were seen by the constable who arrested them after a smart chase, and by a plucky and determined grip of both queues. When brought back to the boat, which they had left unmoored, it was found to contain about half a ton of Japanese coal. The prisoners, in their defence, said it was a false charge. They were walking along the street when they were arrested. They had been engaged to row the boat for ten cents an hour, and that was all the connection they had with it. His Worship stated he had a strong suspicion that the coal was stolen property, and it was for them to account to him for their possession of it. If they did not they were chargeable with "unlawful possession." The prisoners made no answer, and His Worship said he was once in hope of putting down these thefts, and thought he had done so, but he saw they were starting again. They certainly had stopped for a short time. He (Mr. Hazelton) supposed it was a very profitable business to the prisoners, and therefore they were prepared to run some risk. They would be fined \$100 or undergo two months' hard labour.

We have received a copy of the first number of the *American-China News*, which started its career in New York last month. The following remarks which introduce it will show its aims:—"The *American-China News* will represent the interests of American commerce, and American activity in general, in China, Japan, Philippine Islands and the Far East. When the present disturbances in China shall have come to an end, American commerce in the Far East will undoubtedly expand and develop in a manner never yet seen in history. To record the progress of this huge economic movement will be the privilege of the *American-China News*. Besides printing cables and mail reports from its own correspondents in the Far East, the *American-China News* will have the advantage of the extended news service of *Ostasiatische Lloyd* and the *Chinese Universal Gazette*, both published at Shanghai. Several well-known general authorities in Far Eastern matters, have consented to discuss questions of the day in the columns of this journal." The first number contains an article from the prolific pen of the Hon. C. Denby.

The telegram published by the *Jiji Shimbun*, from Hakodate, dated October 6th, states that the steamer *Hokoku Maru* was wrecked at Horomairo, Chishima, on the 17th ult. She was insured by the Tokyo Marine Insurance Company for \$5,000 yen.

Sung Shan, the Manchu Governor of Kiangsi, who was transferred by Imperial edict to take over the Governorship of Kiangsu, vacated by Lu Chuan-lin, was expected to arrive at Shanghai on the 17th inst. with a small bodyguard en route for his post at Soochow.

The Kobe Cricket Week commenced last Monday with the match Kobe v. Yokohama. Yokohama went in first and made 125, to which Kobe replied with 111. Yokohama closed their second innings at 175 for nine wickets. Kobe made 98 for three wickets, and the match was left drawn.

A Seoul telegram dated the 10th inst. states that, through the medium of the Japanese Minister to Corea, Mr. Shidohara, Director of the Japanese Middle Academy in Yamashita, has been engaged by the Corean Government as an instructor in the newly established Seoul Academy. The salary is stated to be Yen 200 per month.

According to Japanese papers, while the personnel of the new Cabinet is still entirely unknown, it is understood that it has been decided so far that Count Inouye and Mr. Kato, formerly Minister to St. James's, will be admitted to the Ministry to hold the portfolios of the Minister of Finance and the Minister for Foreign Affairs respectively.

Mr. L. K. Fraser, who went to Bangkok from China some time since, died rather suddenly on the 5th inst. He had been in Bangkok for at least twelve months and had been in hospital suffering from chronic dysentery. He was however at the British Legation a few hours before his death, so that the end came quite unexpected. Mr. Fraser once held a good position in Burma.

A "Treaty of Friendship, Commerce, and Navigation" between the United Kingdom and Honduras is published in the *Gazette*, together with an explanatory protocol which gives to Colonial Governments in all cases a period of one year, and one year only, from the date of the exchange of ratifications to come within the operation of the Treaty, while it also reserves to Her Majesty's Government the right to terminate the Treaty on behalf of any Colony by giving twelve months' notice.

Further details are now to hand of the robbery of the Chinese lorcha or Gutzlaaff, of which we have already had news by telegraph. The N. C. Daily News learns that on Friday morning, the 12th inst., the Chinese lorcha *Chi-Pao An*, bound from Hankow to Ningpo with a general cargo, was boarded by pirates off Gutzlaaff. Not finding anything of value among the cargo, the pirates captured the *Chi-Pao An* and demanded the sum of \$6,000 as a ransom. The lorcha arrived at her destination on Saturday, the 13th inst. The owner left for Ningpo and the matter has already been reported to the Ningpo Taots.

A very pleasant party was given on board the chartered transport *Belgian King* on Thursday evening, states the *Manila Times* of the 14th inst., at which a large number of the British and American friends of her popular commander, Captain T. L. Weiss, were present. Captain Weiss is an old Far Eastern navigator and a great favourite with his passengers. After the dinner the healths of Her Majesty Queen Victoria and of President McKinley were duly honoured, and the warmest hopes were expressed that the hospitable host would continue on the run. The party did not break up until past eleven p.m., after one of the most enjoyable evenings of the sort ever passed by the guests.

"Nemo" in the course of a letter to the N. C. Daily News says:—"The whole Post Office system of China requires remodelling, including that certainly of Shanghai itself, and it is surprising that no scheme has yet been drawn up by business men enumerating the various reforms needed by them as business men in the reconstruction of a new China. Sir Ernest Satow's visit to Shanghai would not have been an unsuitable moment for Englishmen to express their wants in full. Germans have had a similar opportunity and Frenchmen may yet have like. These nations, however, generally work through their officials, who think for them. Englishmen in England are not generally in favour of this method. It may, however, be inevitable to fall into it in the East, where Shanghai itself may be said to be ruled by a triumvirate."

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## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 21st October, 5.8 p.m.

## THE KWANGTUNG REVOLT.

## NEWS VIA SWATOW.

A *Swatow* despatch reports that Liu Yung-fu, the Manchu Governor of Kiangsi, who was transferred by Imperial edict to take over the Governorship of Kiangsu, vacated by Lu Chuan-lin, was expected to arrive at Shanghai on the 17th inst. with a small bodyguard en route for his post at Soochow.

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## THROUGH SOUTH AFRICA.

[BY ABRAHAM BRID.]

III.

LIVE AT DE AAR.

At De Aar junction, where I was detained waiting for a pass from the Headquarters Office at Pretoria, there was a considerable military encampment of mounted men, Cape Mounted Rifles, guarding the line. These men are comfortably off, getting each five shillings a day in pay, and two shillings and sixpence for subsistence. They have to do night duty guarding the railway and the roads. At night it is below freezing point and the mounted guard duty is very trying. The men sleep four in a tent, each with two blankets and a coat. Bathing fully is next to impossible and a private who was put temporarily in my room said he had not had a bath for two months. The higher ranks of course are more comfortable. There is a Captain Commandant at De Aar, married, and with his wife there. There is a tennis court and an institute with a full supply of London papers. The Commandant and his wife, the railway superintendent, and the schoolmaster and others, seem to board at the railway hotel, sleeping at their quarters. Three excellent meals daily cost only eight shillings a day. As the pay of a private is five shillings a day, with two shillings and sixpence for ration allowance, one would assume that other grades are paid in proportion—the pay and allowance of a Commandant must therefore amount to at least £23 a month, which seem ample for a married man, since quarters are free, and one black woman does the household work. The only things dear are imported articles, as whisky, soda, and like, and piece-goods generally. There is an excellent hospital and free medical attendance and medicines. The medical officer has a car to himself and travels backwards and forward in it along his section, with medicine and surgical instruments.

## THE ALLEGED HOSPITALS SCANDAL.

As touches the alleged scandal about hospitals, I am assured it is all nonsense. The stationary hospitals were always excellent, and are so. But in the moving field hospitals excellence was not compatible with speed of march. The moving field hospitals were bad because the transport had to be used to move the troops. That was an avoidable incident of the war.

TO KIMBERLEY.

My next halt was at Kimberley. To get there I had to travel in the guard's van of a goods train thirteen hours, sharing it with an Army Service Corps man in charge of Buenos Ayres horses for Kimberley and Griqualand West. At Modder River siding we had an hour for feeding and watering the horses and ourselves. All the refreshment stations along the Cape railways are let to a Capetown contractor who supplies food cheaply enough, and is alleged to be dear and bad in the quality of his liquors. I can speak to the dearness. A shilling is a high price for a half-glass of indifferent whisky and a small bottle of locally made soda. The service was by a half-caste with a pure European wife, evidently English. There is a local newspaper at threepence a copy. A better is sold at East London for a penny. At Kimberley I had a Turkish Bath, a great boon after a long and dusty journey by rail.

## THE DIAMOND CITY.

At Kimberley we were turned out at 2 a.m. with no hack charruas and no porter available. So we slept till daylight beside our baggage in the goods shed—and it was mighty cold, the night temperature being below freezing point. In the morning early I went to the Grand Hotel, a hotel in the business quarter, and reckoned the best in the town. The same forenoon presenting two letters of introduction, I got it arranged that I should visit the De Beers Mines that afternoon, and again next day, going down the mines on the second visit. The mines are strictly fenced in and jealously guarded to prevent the theft of diamonds, the native workmen living for several months at a stretch within the mines compound and being subject to the strictest personal search, the precautions in use being most elaborate. Apart from mines and some famous spots of the gallant Kimberley defence, there is nothing to see in Kimberley. Everyone talks of his or her experience with shells during the siege; and it gets a bit tiresome. Wages are high and the town is comfortably prosperous. Indeed, Kimberley may be said to be at the acme of happiness. The great owners of the great mines do not live there. The mining and administrative staff are well, but not unusually paid. Everything befriends the state for which King Solomon cried, "Give me neither poverty nor riches." Kimberley offers no field for persons in search of employment. The employers are few; they import or select their staff; the town cannot grow since it is the policy of the mine-owners to restrict the output of diamonds. The labour market of Kimberley is thus quite different from the labour market of Johannesburg, where there is a keen demand for skilled handicraftsmen.

## THE GENESIS OF KIMBERLEY.

The existence of Kimberley is due to accident, mad gambling, and shrewd foresight. It was in 1867 one John O'Reilly bought from Schleske van Niekerk, a farmer of De Tiek, a diamond. A Bushman boy had picked it up near the Orange River. When cut it weighed 214 carat and was worth £500. Sir Philip Wedderburn buying it in London. In 1859 diamond discoveries were made at Hope Town, where one Van Niekert bought for £400 from a Hottentot a stone sold at Hope Town for £10,000. It became known as the "Star of Africa," weighed 403 carat which cut, and was bought by the Countess of Dudley. There was an immediate rush on Hope Town, but no mine has ever been discovered there. At Bullefontein or Barkly some small mines have been discovered, but they never became of consequence. In 1870 some ten thousand people were prospecting for diamonds

and in the same year diamonds were located at Kimberley at Du Toit's Pan on the farm of "Old de Beer," whence the name of the Company. In July of 1871 there was a rush in the farm, but nothing has ever been discovered beyond the 34 mile circuit that encloses the De Beer mines.

(To be continued.)

THE MINES.

The De Beers Consolidated Mines, Limited, has a capital of £3,500,000; and it includes the mines of De Beer, Kimberley, Du Toit's Pan, and Bullefontein. During the year ending 31st March of 1890 the Company washed 753,000 loads of Blue Ground, yielding 1,608,830 carats of diamonds, which realized £2,841,000. In a century and a half the mines of Brazil have only yielded 20 millions worth of diamonds, very trying. The men sleep four in a tent, each with two blankets and a coat. Bathing fully is next to impossible and a private who was put temporarily in my room said he had not had a bath for two months. The higher ranks of course are more comfortable. There is a Captain Commandant at De Aar, married, and with his wife there. There is a tennis court and an institute with a full supply of London papers. The Commandant and his wife, the railway superintendent, and the schoolmaster and others, seem to board at the railway hotel, sleeping at their quarters. Three excellent

meals daily cost only eight shillings a day. As the pay of a private is five shillings a day, with two shillings and sixpence for ration allowance, one would assume that other grades are paid in proportion—the pay and allowance of a Commandant must therefore amount to at least £23 a month, which seem ample for a married man, since quarters are free, and one black woman does the household work. The only things dear are imported articles, as whisky, soda, and like, and piece-goods generally. There is an excellent hospital and free medical attendance and medicines. The medical officer has a car to himself and travels backwards and forward in it along his section, with medicine and surgical instruments.

(To be continued.)

THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

H. M. S. *Astrea* arrived yesterday from Singapore with the torpedo-boat destroyer *Janus*. The *Astrea* is a second-class cruiser of 4,260 tons displacement and 9,112 h.p. She was built at Devonport in 1893 at a cost of £244,831. Her armament is 2 in., gun-position, and 2 in. deck. She carries two 6 in. Q.F., eight 4 in., eight 6 prs., one 3 prs., 4 maxims, and one light gun, with two torpedo-tubes. Her speed is 19.75 knots, and her complement 312. She is, it may be noted, the smallest ship in the Navy carrying midshipmen, of whom she has eight. The destroyer *Janus* is of 252 tons displacement and 3,789 h.p. She steams 27.8 knots and her armament consists of one 12-pdr. and five 6-pdr. quick-firing guns and she has two torpedo tubes. Her crew numbers 50. It looked as if the *Astrea* very narrowly escaped running into H.M.S. *Argonaut* yesterday, as she moved to her position. It is not improbable that the *Astrea* may be docked here.

The British transport *Dalhousie* left on Saturday for Taku.

## AFFAIRS IN THE NEW TERRITORY.

Captain Superintendent F. H. May, C.M.G., returned yesterday to Hongkong from the New Territory. It appears that the general situation on the British boundary and the remote parts of the New Territory is reassuring. Captain May is going back in the course of a few days, it is understood, but this need not be taken as indicating that any danger is apprehended. No intelligence has reached us since Saturday morning of any trouble on the other side.

## GREAT DEFEAT OF BOXERS IN SHANTUNG.

The following detailed account of a battle which occurred on the 8th inst. at Tsingchow, Shantung-Chihli borders, ending in the utter defeat of the Boxers, is from the *N.C. Daily News*. General Mei, commanding Governor Yuan Shikai's troops at Tsingchow, and engaged in keeping the Northern Boxers from entering Shantung, has had no fewer than fourteen battles (including skirmishes) with the army since the beginning of September, during which the troops suffered defeat only twice; that is, in a couple of skirmishes, during which the Boxers outnumbered the troops five to one. All these fights occurred in the vicinity of Tsingchow, which is still held in force by Governor Yuan's troops, who have hitherto succeeded very well in preventing the entrance of all Boxers who have tried to fight their way into the province of Shantung. On the 9th instant, however, the Chief Boxer leader, a Tientsin man named Ch'en, whose followers have the reputation of being the most ferocious and pitiless of the Boxers, they possess. The quantity of blue ground and lumps on the floor at 30th June, 1899, including the stock of 1,097,032 loads at Premier Mine, was 4,034,816 loads, which have been taken into account at £1.6d. per load for De Beers and Kimberley Mines and £1. per load for Premier Mine. A new contract for the sale of diamonds has been entered into with the Syndicate for one year from 1st April last, at an increased price on the previous contract. In view of the general prosperity of the world, the Directors hope to make an equally favourable contract on expiry of the present one. In May last negotiations were concluded for the purchase of General Mei, after leaving a little over 2,000 men to hold the city and placing 1,500 men with artillery on the rising ground outside the city wall to cover his retreat should he be outnumbered by the enemy, marched out with nearly 4,000 to attack the enemy. The battle raged from 8 o'clock in morning to dusk, just before which, seeing that the right wing of the Boxers, who were strongly posted in the villages and dykes and forced the troops to attack them in the open, were suffering severely from a battery posted near by and had begun to waver, General Mei sent his 1,500 covering troops to attack them on the flank. The Boxers did not wait for these fresh troops, but were soon seen streaming to the north-west of the town into the marshes. This was the signal for a general advance and pursuit by the troops. The covering troops then made a detour and stopped the Boxers from getting into the marshes, while the pursuing troops coming up the enemy were cut down almost a man. This right wing happened to be entirely composed of Tientsin Boxers under Ch'en, who was fortunately captured. This man, with some 300 desperados, refused to retreat when he saw the battle was lost, but held his ground in a strongly entrenched and walled hamlet. Here General Mei with 200 cavalry, found him and a desperate fight ensued. The troopers dismounted and stormed the place and a couple of Maxim guns were brought up, the whole band were slain without a single cry for quarter. Ch'en's head was then brought back to Tsingchow in triumph and it now adorns the walls of that city. Nearly 6,000 Boxers were killed in this battle, over 3,000 of whom were Tientsin men. General Mei was wounded, his losses being some 300 killed and twice the number wounded. The Shantung Boxers belonging to those who went to Peking in May last had been defeated and were now trying to get back to their homes, to find the door shut against them by Governor Yuan: hence their persistency in attacking Tsingchow.

## THE TAIYUAFU MASSACRES.

An eyewitness—not a convert—writing from the city of Taiyuan to a relative with reference to the massacre of missionaries in the Governor's yamen in that city, states that the Boxers, when sent out by the Governor to attack the missionaries of Shansi province, had no intention at first, to bring any of their victims to the provincial capital, but to slaughter them wherever found. But Yu Hsien was so anxious to be the first to wreak vengeance on his victims that he sent special orders after his Boxers to bring all their captives to Taiyuan, "for trial" first and not to harm them on the way. When the first batch of missionaries was brought to Taiyuan, therefore, Yu Hsien ordered them to be brought straight into his yamen and taken to an archery ground in the rear and then placed standing at a distance of a few feet from each other. The sanguinary Governor then took off his outer official robe and necklace, mounted a horse ready saddled for him, and then taking

BEAWE  
of the Party offering imitations of  
MACNIVEN & CAMERON'S PENS.  
"They come as a boon and a blessing to men."  
The Pickwick, the Owl, and the Waverley Pen.  
Sold at all Stationers.

MACNIVEN & CAMERON LTD., Waverley Works, Edinburgh.

long sword from an orderly cantered to the other end of the ground. As Yu Hsien turned his horse towards his victims, standing some 15 chang (about 200 feet) away, he started at a hard gallop towards them, swinging his long sword as he swept past them, carrying off four or five heads on the carnage. Then his horse balked and would not go further, so Yu Hsien had to get off his horse, and the rest of these unhappy missionaries were then massacred by the Boxers and soldiers who were present. This was Yu Hsien's way of "setting an example" to his retainers. The rest of the massacres were for many days also held in the Governor's yamen "in order to be sure that none escaped," but Yu Hsien refrained after this from setting any more "examples." The writer also states in conclusion that before Yu Hsien's arrival in Shansi there was not a single Boxer in the province. —*N.C. Daily News.*

## THE MURDERS AND PIRACY ON THE "NAO-CHAU."

At the Magistracy on Saturday, Mr. Hazelton (as Coroner) and M. Leon Gme. Le Roux the French Consul (as representing the French Republic) sat to enquire into the circumstances attending the deaths of Leong Tai Yau and To Kit, seamen of the launch *Nao-chau* which took place on the 12th inst., while the launch was on the high seas.

The *Nao-chau* was a single boat in the province.

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## NEW ADVERTISEMENTS

GOVERNMENT NOTIFICATION  
No. 531.

It is hereby notified that the HONGKONG  
VOLUNTEERS will FIRE from 2.5  
R.M.L. and MACHINE GUNS from the  
Plateau above the former Customs Station at  
Lai-chuk in a Western direction over a sea  
range from 2 P.M. to 6 P.M. on WEDNES-  
DAY, the 24th October, and SATURDAY,  
the 27th October, 1900.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th October, 1900. [2707]

REQUISITE-A POWERFUL,  
STRONGLY BUILT STEAM  
LAUNCH. Length between perpendiculars, about 80  
feet. Speed not less than 10 Knots.  
Apply by letter to—  
COMMODORE F. POWELL, C.B.,  
Naval Yard.

H. M. Naval Yard,  
Hongkong, 18th October, 1900. [2704]

VICTORIA PRECEPTORY AND  
PRIORY.

A REGULAR MEETING of the VIC-  
TORIA PRECEPTORY will be held at  
the FREEMASONS' HALL on FRIDAY,  
the 26th October, at 8.30 for 9 P.M. precisely.  
Visiting Sir Knights are cordially invited to  
attend.

Hongkong, 22nd October, 1900. [2705]

## PUBLIC AUCTION.

M ESSRS. HUGHES & HOUGH have  
received instructions from the Mortgagors to sell by Public Auction, in One Lot,  
on

MONDAY,

the 29th October, 1900, at 3 o'clock P.M.,  
at their Sales Rooms in Ice House Street.  
All that One equal undivided Fourth Part or  
Share of and in all that PIECE or PARCEL  
of GROUND situate, lying and being at  
Kowloon point, in the dependency of Kowloon  
and Colony of Hongkong, and registered in  
the Land Office as Kowloon Land Lot No. 607  
and of and in all Messuages or Tenements  
Erections and Buildings thereon, held from  
the Crown for a term of 75 years from the 25th  
December, 1883.

Total Area of the whole lot, 43,376 Square  
Feet; Crown Rent of the whole lot, \$200 per  
Annum.

For further Particulars and Conditions of  
Sale, apply to—  
MESSRS. JOHNSON, STOKES & MASTER,  
No. 12, Queen's Road Central,  
Societies for the Vendor,  
or to

THE AUCTIONEERS.

Hongkong, 22nd October, 1900. [2706]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR HALPHONG.  
THE Company's Steamship.

"HALPHONG."

Captain Bathurst will be despatched for the  
above port TO DAY, the 22nd inst., at NOON.  
For Freight or Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.  
Hongkong, 22nd October, 1900. [2703]

UNITED STATES & CHINA JAPAN  
STEAMSHIP LINE.

ROB. M. SLOMAN & CO., HAMBURG.

## NOTICE TO CONSIGNEES.

FROM NEW-YORK AND MANILA.

T "CLAVERLEY,"  
having arrived from the above ports, Consignees  
of General Cargo are hereby informed that their  
Goods with the exception of Valuables are being  
landed at their risk into the Godown of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, whence delivery may be  
obtained.

All ship-damaged Goods must be left in the  
Godown and a certificate of the damage  
obtained from the Godown Company, and  
sent into this Office within seven days after the  
vessel's arrival, after which no claims will be  
recognised, and Goods remaining undelivered  
after the 27th instant, will be subject to rest.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.

CARLOWITZ & CO.,

Agents.  
Hongkong, 20th October, 1900. [2702]

THE HONGKONG WEEKLY PRESS is  
now ready and contains—

Leading Article—

Punishment of the Guilty in China.

The Inland Waterways Question.

The Southern Disturbance.

The European Steam-roller.

The Germans at Kiao-chow.

The Crisis: Telegrams.

Hongkong Legislative Council.

Supreme Court.

The Crisis in China.

Daring Piracy Case.

The Regulations as to Back-yards.

Hongkong Jockey Club.

A Dishonest Coolie Brought to Book.

Shanghai Defence Scheme.

A New Treaty Point in Japan.

H.M.S. Terrible Runs Aground.

The Trade of Singapore.

Canton.

Macao.

Tientsin.

Sandakan Notes.

Canton Insurance Company, Limited.

Jeletz Mining and Trading Company.

North China Insurance Company, Limited.

Hongkong Volunteer Corps.

Crickets.

The Royal Hongkong Golf Club.

Hongkong Rifle Association.

Water Return.

Consular Reports.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in  
advance, postage, 32.

Extra copies 30 cents each. Cash  
Copies can be posted from the Office to  
addresses sent; including postage 34 cents each,  
or \$1 for three copies Cash.

Hongkong, 15th October, 1900.

## NEW ADVERTISEMENT

THE OSAKA SHOSSEN KAISHA  
LIMITED.

FOR SWATOW, AMOY, AND  
TAMSUI.  
THE Company's Steamship.

"MAIDZUEU MARU."  
Captain T. Ogata, will be despatched for the  
above ports on SUNDAY, the 28th inst., at  
DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 22nd October, 1900. [2705]

## PUBLIC COMPANIES

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY  
MEETING of the SHAREHOLDERS  
in the above Company will be held at the Head  
Office, Victoria, Hongkong, TO-MORROW  
(TUESDAY), the 23rd instant, at TWELVE  
o'clock, Noon, for the purpose of presenting  
the report of the Directors and Statement of  
Accounts to 30th April last and of declaring  
dividends.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 9th to the 23rd  
instant, both days inclusive.

By Order of the Board of Directors,  
H. P. WADMAN,  
Acting Secretary.  
Hongkong, 2nd October, 1900. [2557]

HONGKONG ELECTRIC COMPANY,  
LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that  
the SECOND CALL of \$1.00 (Three  
Dollars) per Share has been made and is PAY-  
ABLE at the Company's Office, No. 4, Queen's  
Buildings, on or before 1st November, 1900.  
Shareholders are requested when paying the  
above mentioned call to send to the Company's  
Agents their respective Share Certificates for  
endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 29th September, 1900. [2534]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the  
year 1899, equivalent to 40 per cent. on  
the paid-up Capital of \$50 per Share, has been  
declared.

WAIVERS will be issued on the 12th  
October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 12th October, 1900. [2637]

OLIVERS FREEHOLD MINES,  
LIMITED.

NOTICE is hereby given that the FINAL  
CALL of 50 cents per Share on B Shares  
numbered—

15501—15600 36761—36823 53065—53078  
17231—17300 27367—37376 53309—53303  
17351—17400 38070—38094 54437—54436  
18251—18350 38093—38141 52763—52782  
19451—19550 39343—39345 54617—54623  
19651—19700 41056—41155 54631—54637  
20621—20630 43284—43383 54736—54749  
20041—20050 43439—43483 54732—54758  
21064—21105 43884—43983 54763—54770  
21211—21310 45635—45731 54835—54936  
21381—21480 46392—46481 55452—55462  
21741—21820 46532—46556 55464—55477  
22093—22497 46832—46851 55074—55080  
23051—23062 47923—48021 56485—56534  
23183—23232 48772—48921 56678—56777  
23493—23512 49673—49721 56878—56877  
26704—26843 50018—50031 57101—57200  
29972—30071 50505—50966 57951—58050  
28868—28928 50935—50972 58171—58199  
32920—32961 50324—50337 58882—58982  
38312—38336 51142—51167 59983—60040  
35304—35403 52006—52098 53273—53271  
NOTICE

WANTED, a ROOM FURNISHED in  
center of Town, with attendance.  
Apply by letter to—

"S."  
Care of Office of this Paper.  
Hongkong, 19th October, 1900. [2687]

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN COMPANY,  
LIMITED.

NOTICE

EUROPEAN OUTDOOR SUPERIN-  
TENDENT for the Kowloon Godowns.  
Must have good knowledge of Cargo Work.  
Apply by letter only, stating age, qualifications,  
etc., to—

EDWARD OSBORNE,  
Secretary.

Hongkong, 19th October, 1900. [2690]

## WANTED.

A YOUNG PORTUGUESE CLERK for  
Copywork, &c.  
Apply to—

"B. R. C."  
Care of Office of this Paper.  
Hongkong, 20th October, 1900. [2707]

## JUST LANDED.

FRESH AUSTRALIAN SELECTED  
CREAMERY BUTTER (Crown Brand),  
FRESH AUSTRALIAN CREAMERY  
BUTTER (in Glass Jars), FRESH AUSTRALIAN  
CHEESE, American and English  
FRESH PROVISIONS, CRYSTALLIZED  
and DRIED FRUITS, and various kinds of  
SWEETS. Prices Moderate.

By Order of the Board of Directors,  
For the IMPERIAL BANK OF CHINA.  
(Sd) A. W. MAITLAND,  
Acting Chief Manager.  
Hongkong, 20th September, 1900. [2456]

## HOTELS.

"BOA VISTA" HOTEL,  
MACAO.

NEW STOCK.

NEW STAMP ALBUMS, INDIAN  
CIGARS.

EGYPTIAN CIGARETTES.

CROQUET LAWN BOWLS.

AYER'S TENNIS BALLS  
(covered and uncovered).

23 & 25, Queen's Road, Hongkong. [31]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL  
MEETING of MEMBERS of the above  
Club will be held in the City Hall on  
SATURDAY, the 27th October, at 12.15 P.M.

BUSINESS.—To confirm the Resolution  
passed at the Extraordinary General Meeting  
of Members held on the 13th October.

By Order.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 17th October, 1900. [2670]

DAVID CORSAIR & SON'S  
MERCHANT NAVY.

NAVY BOILED

LONG FLAX CANVAS

RELIANCE CROWN  
TARPAILING.

ARNHOLD, KARBERG & CO.,  
Sole Agents.

441

Hongkong, 16th August 1900. [2682]

## ENTERT

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Gold and Silversmith, Silk Dresses, Crepe  
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at lowest rates.

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Wholesale and Retail Importers and  
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Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
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and Linen. LACE Curtains made to  
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Tailors, Gentlemen's Outfitters, Hatters,  
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Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
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DOCK No. 1 (at TATEGAMI)  
Extreme Length ..... 523 feet.  
Length on Blocks ..... 518 ..  
Width of Entrance on Bottom ..... 89 ..  
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Extreme Length ..... 371 feet.  
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PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
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The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY at SHORT  
NOTICE. [1618]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

W.M. PARLANGE, Manager,  
Hongkong, 17th February, 1899. [1899]

S T E N T I N G .

S U B J U G O N D E N T I S T,  
No. 10, D'Aguilar Street.

TEETH: VERY MODERATE  
Consultation Free.  
Hongkong, 20th September, 1899. [2482]

## [ALL RIGHTS RESERVED.]

## RUGBY FOOTBALL.

BY ARTHUR J. GOULD.

III.  
THE EFFECT OF THE INSTRUCTIONS  
TO REFEREES.

is justified by the prevalence of the mistake on  
the part of those who control the game.

There was nothing more definite in the whole  
circumstances than the observations upon the enforcement  
of penalties under Law 8 (the off-side law),  
and nothing more calculated to secure fair play;  
yet it was simply astounding to observe the  
way in which the instruction was ignored. It  
was not much with regard to playing the  
ball off-side that there is cause for complaint; it  
is upon the head of "active or passive obstruction"  
by an off-side player that referees have  
been lax. The law says a player must not  
be guilty of such obstruction; further he must  
not approach within ten yards of any player  
waiting for the ball, and penalties are provided;  
yet in scores of cases forwards who are off-side  
have been allowed to encroach within the ten  
yards, and when a back has dropped the ball,  
often through their proximity, the offending  
side have been allowed to take advantage of  
their own offence, when, if the spirit of the laws  
and the plain directions of the instructions were  
obeyed, they would be penalised. It is all very  
well for the referee to argue in his own mind  
that the back ought to catch the ball, but if he  
allows the men to encroach without blowing his  
whistle it is too late to do so when the ball is  
dropped and the off-side men are dashing down  
upon it. The duty of the referee is to enforce  
the penalty immediately the offence is committed.  
By abolishing the penalty for lifting a  
foot in the scrummage the Board took a logical  
step—he is a recognised part of the modern  
game—and by legalising the lifting of the  
foot the Board fell into line with the modern  
game, and showed that they were not disinclined  
to encourage back play, even though they were  
more anxious to preserve, develop, and encourage  
fast, open forward play.

## "REFEREE WHISTLING."

That, I take it, was their chief desire when  
they made those important pronouncements  
under the head of "referee whistling." These  
particular instructions are so important  
that I make no apology for quoting them.  
"No power is given to the referee," says the circular,  
"to whistle simply because a player is tackled with the ball, and this is one of  
the most important points to which the Board  
wished to direct attention, as the present habit to  
whistling the moment a man is tackled is simply  
spoiling the game by slowing it down, and  
taking away any advantage a side of quick  
followers-up would otherwise gain. When a player  
with the ball is tackled and the ball fairly held,  
the referee may only blow his whistle for  
one of the following cases: 1. Law 11 (b) When  
such a player does not at once fairly put the ball  
down. 2. Law 11 (e) When such a player is on  
the ground, and he does not at once fairly part  
with the ball, and either get up or roll away  
from the ball. 3. Law 11 (d) When a player  
of the opposite side prevents such a player  
either putting the ball down or getting up. 4.  
Law 3 (e) When the referee considers that the  
continuation of play would be dangerous." These  
instructions arose out of the Welsh  
habit of stopping the play and forming a set  
scrummage whenever a man was tackled.  
The object of this was to give the backs every  
possible chance of setting passing in motion, as  
with a set scrummage, deliberately formed before  
the ball was put down, there was a greater  
chance of quick healing to the halvs and passing  
to the three-quarter line. Welsh teams  
thought that theirs was "the better way," for  
their ideal game was one in which the backs  
were often as possible on the move. But the  
Scottish and Irish legislators, and the older  
school of English followers of the game, believe  
in the forwards, and hold that fast, vigorous  
play by the pack, with clever footwork and hard  
following up, were endangered by continual  
whistling for set scrummages. In Wales we  
still think that the forwards had quite their  
fair share of the play in the game as we played  
it; we hold that the pack did not lack opportunity  
to practice following up, dribbling and  
tackling; moreover, we believe that the change  
is tended to lessen the chances of scientific combination;  
but the International Board undoubtedly had the law on their side, the majority of  
countries favoured a return to the stricter interpretation  
of the law, and Wales fell into line, in  
the interests of the game as a whole. There  
is a tendency to slip back to the Welsh way  
occasionally, but I think it would be a mistake  
to encourage this, for law is law, and the strict  
interpretation of it has advantages. The result  
of the new instructions upon the particular  
point has been to make the game faster in  
front, and while it strikes a blow at back combination,  
it stimulates self-reliance and individual  
ability in backs and forwards alike. When  
the game is in the hands of a strong referee,  
who has taken the trouble to think out  
exactly how the instructions apply to the  
various points that arise in practice, it may be  
no more dangerous, and quite as interesting,  
to those who appreciate good forward work,  
as the Welsh style, which must be grafted on to it. The return to the old style  
puts a premium on quick fielding, kicking, and  
passing in the backs; it certainly encourages  
unifying energy in the forwards, and gives the  
clever dribbler, the resourceful player, a better  
opportunity than he had under the Welsh game.  
It does certainly take from the backs to give  
to the forwards, but out of it will be evolved  
new methods of combination. In the hands of  
a weak referee the game under the new instruc-  
tions is dangerous, and miserable to watch, since  
where the offending side does not gain an  
advantage it is not his duty to whistle, and cer-  
tainly he ought not to stop the play when their  
opponents' accidental or willful irregularity. Yet  
it is repeatedly done. Take the case of that most  
frequent form of irregularity—the knock-on. It  
is specifically laid down by law 16 that play shall  
continue if the innocent side gain an advantage  
from the offence of their opponents, but referees  
frequently ignore the law and penalise one side  
for their opponents' fault. Though somewhat  
outside the scope of this article, reference to it

## DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just  
a little deliberation decide you can't afford to do  
it. But that thumping, racking Head-ache;  
what can you do with it? Give it its quietus by  
using Little's Oriental Balm. It acts like magic.  
It kills pain at once. No waiting, no waiting.  
No doing with nauseous medicine. Mr. S. T.  
Hoffman, Watertown, Washington, says: "It is a  
wonderful remedy." After suffering all day with  
intense Head-ache, one application of the Balm  
stopped the pain in 5 minutes. Sold at Re. 1 per  
bottle. Agents for Hongkong: THE VIKING  
DISPENSARY LTD. 1888-4

is apt to lead to a lot of scrapping and  
scrapping. The great points are—the referee  
must see that the ball is put down when a man  
is tackled, and he must see also that the man  
has a fair opportunity to put it down. The  
means are in his own hand; it is a proof of his  
incompetence (and many a proof has been  
given) if he allows the game to deteriorate into  
a hugging, tugging, scrapping match.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darko	MCGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. CO.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	AJAX	Brit. str.	—	Bett	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	TARTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN, VIA PORTS OF CALL	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	On 31st inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Fr. str.	—	Flandin	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES & LONDON DIRECT	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. CO.	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPOE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAVRE & HAMBURG	BAMBINO	Ger. str.	—	Jacobs	CARLOWITZ & CO.	To-morrow.
HAVRE & HAMBURG	SARINA	Ger. str.	—	Schleske	CARLOWITZ & CO.	On or about 2nd Nov.
HAVRE & HAMBURG	SOKRIA	Ger. str.	—	Forch	CARLOWITZ & CO.	On or about 18th Nov.
HAVRE & HAMBURG	AMBRIA	Brit. str.	—	A. Wagner	SHEWAN, TOME & CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	—	M. J. Curnow	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	IZUMI MARU	Jap. str.	—	DODWELL & CO. LIMITED	T. M. STEVENS & CO.	On 10th Nov.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	BEAUMARIE	Brit. str.	—	Kennedy	O. & O. S. S. CO.	On or about 25th inst.
PORTLAND, OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.	—	—	PACIFIC MAIL S. CO.	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th Nov., at Noon.
SAN DIEGO, &c., VIA SHANGHAI, &c.	CITY OF BIE DE JANEIRO	Amer. str.	—	—	GIBB, LIVINGSTON & CO.	On 20th Nov.
AUSTRALIAN POETS	CARLILLE CITY	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
AUSTRALIAN POETS	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Nov., at Noon.
KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
KOBE & YOKOHAMA	TAIBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
MOJI, KOBE & YOKOHAMA	HIMOSHIMA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 4th Nov., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TONKIN	Fr. str.	—	—	SHEWAN, TOME & CO.	On 8th Nov., at Daylight.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	—	—	On or about 23rd inst.
SHANGHAI	COROMANDEL	Brit. str.	—	—	—	On or about 26th inst.
HAIPHONG	HAILOUNG	Brit. str.	—	—	—	On or about 26th inst.
SWATOW, AMOY & TAMSUI	MAJDUBZ MARU	Jap. str.	—	—	—	To-day, at Noon.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	—	—	On 25th inst., at Daylight.
MANILA VIA AMOY	AKASHI MARU	Jap. str.	—	—	—	On 31st inst., at Daylight.
MANILA DIRECT	YUENSANG	Brit. str.	—	—	—	On 4th Nov., at Daylight.
MANILA	YAWATA MARU	Jap. str.	—	—	—	On 24th inst., at Noon.
MANILA, JEBU & ILOILO	KAI FONG	Brit. str.	—	—	—	To-morrow.
MANILA	CHANGSHA	Brit. str.	—	—	—	—
SANDAKAN	MAUSANG	Brit. str.	—	—	—	—
SAMARANG & SURABAYA	SHANTUNG	Brit. str.	—	—	—	—

## SHIPPING.

## ARRIVALS.

Oct. 19, EXE, British steamer, Dale, Morovan  
6th Oct., Coal.—DODWELL & CO. LTD.

Oct. 20, KWONGSAM, British str., 397, Stalker,  
Taku 11th Oct. and Chefoo 14th, General.

JARDINE, MATHEWS & CO.

Oct. 20, CLAVERLEY, British str., 1,920, Wigley,  
Manila 16th Oct., General.—CARLOWITZ  
& CO.

Oct. 20, P. C. C. KIAO, British steamer, 1,012,  
McLellan, Bangkok 10th October, Rice.—  
BUTTERFIELD & SWIRE.

Oct. 20, ANPING, British str., 1,158, H. Burrow,  
Shanghai 17th Oct., General.—CHINESE.

Oct. 20, DUMBLANE, Italian steamer, 721, Z.  
Trapani, Fremantle, 20th August, Sandal  
wool.—ORDER.

Oct. 20, F. C. KIAO, British str., 1,611, Jas.  
Fowler, Bangkok 10th October, Rice.—  
BUTTERFIELD & SWIRE.

Oct. 20, YUENSANG, British str., 1,128, P. H.  
Rolle, Manila 17th October, General.—  
JARDINE, MATHEWS & CO.

Oct. 20, BENLARIE, British str., 1,454, Kroble,  
Singapore 11th October, General.—GIBB,  
LIVINGSTON & CO.

Oct. 20, BELGIAN KING, British str., 1,459,  
Weiss, Manila 13th Oct., Ballast.—  
BUTTERFIELD & SWIRE.

Oct. 20, DIOMED, British steamer, 3,005, J. H.  
Goodwin, Singapore 14th October, Coal.—  
BUTTERFIELD & SWIRE.

Oct. 20, FEICHING, British str., 989, J. Gordon,  
Haiphong 16th October and Hoioh 19th,  
General.—JESEN & CO.

Oct. 20, HONGKONG, French str., 862, Pannier,  
Haiphong 17th Oct. and Hoioh 19th,  
General.—A. R. MARY.

Oct. 20, JAMES BRAND, British str., A. Tor-  
rance, Kuthang 12th Oct., Kerossine.—  
MEYER & CO.

Oct. 20, MILES, German str., 1,500, Hermann,  
Hamburg 16th Oct., Coal.—EAST ASIATIC  
TRADING CO.

Oct. 20, SIRHAN, British steamer, 845, Holton,  
Saigon 13th Oct., Rice and General.—  
BRADLEY & CO.

Oct. 21, ABRAHAM APAR, British str., 2,879,  
A. Stawarz, Calcutta 30th Sept., Penang  
10th Oct. and Singapore 15th, General.—  
DAVID SASOON & SONS & CO.

Oct. 21, CLAIA, German str., 675, Hansen,  
Haiphong 17th Oct., General.—JESEN  
& CO.

Oct. 21, DUKE OF PORTLAND, British str., 2,431,  
D. C. Long, Calcutta 7th Oct., General.—  
JARDINE, MATHEWS & CO.

Oct. 21, LAOS, French str., 2,331, Flandin,  
Shanghai 22nd Oct., Mails and General.—  
MESSAGERIES MARITIMES.

Oct. 21, LOONGMON, German str., 1,245, F.  
Schulz, Shanghai 18th October, General.—  
SIEMSEN & CO.

Oct. 21, NIPPON MARU, Japanese steamer, San  
Francisco 22nd Sept., Mails and General.—  
TOYO KISEN KAISHA.

Oct. 21, NOEDERNEY, German str., 3,569, Peach,  
Hamburg 5th Sept. and Singapore 13th  
Oct., General.—SIEMSEN & CO.

Oct. 21, SIEVIA, German str., 2,663, Th. Forck,  
from Singapore, General.—SIEMSEN & CO.

Oct. 21, ASTRAE, British cruiser, 4,300, Alfred  
Paget, Singapore 15th October.

Oct. 21, JANUS, British torpedo-boat destroyer,  
Lieut.-Comdr. R. G. Corlett, Plymouth  
19th April.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

20TH OCTOBER.

Asturia, German str., for New York.

Erie J. Ray, Amer. bark, for Quinkion.

Claoverley, British str., for Shanghai.

Tanuki Maru, Japanese str., for Swatow.

Thales, British str., for Swatow.

Enrica, British str., for Moji.

Haihui, French str., for Hoioh.

Kuchidate Maru, Japanese str., for Moji.

Tiger, Norw. str., for Kuchinotzu.

James Brand, British str., for Shanghai.

Quarta, German str., for Hoioh.

Chowyu, German str., for Swatow.

## DEPARTURES.

Oct. 20, SUNGKLANG, British str., for Amoy.

Oct. 20, DALHOUSIE, British str., for Taku.

Oct. 20, SULLBERG, German str., for Chefoo.

Oct. 20, SIEVIA, German str., for Singapore.

Oct. 20, HUEI F. MR., for Kwong-chow-wan.

Oct. 20, ANPING, British str., for Canton.

Oct. 20, HINJUNG, British str., for Shanghai.

Oct. 20, TAIKANG, British str., for Shanghai.

Oct. 20, DEVAWONGSE, Ger. str., for Hoioh.

Oct. 21, ASTUHL, German str., for New York.

Oct. 21, TANSHU MARU, Jap. str., for Swatow.

Oct. 21, THALES, British str., for Swatow.

## VESSELS IN DOCK.

ABERDEEN DOCKS—U.S.S. Monterey, Canton.

Canton River, Adamastor, Gwador, Eliza.

Nossack, Don Juan de Austria, Little, Chingtao.

Iduna Maru.

COSMOPOLITAN DOCK—Stanfield.

## SHIPPING REPORTS.

The British steamer Feiching, from Haiphong  
16th Oct. and Hoioh 19th, had strong N.E.  
and E.N.E. winds throughout.

The British steamer Benlark, from Singa-  
pore 11th inst., reports that she passed through  
on 17th and 18th.

The British steamer P. C. Kao, from Bang-  
kok 10th instant, had fine weather to Padarun;  
from thence to arrival strong monsoons.

The British steamer Yuexiang, from Manila  
17th instant, had fresh to moderate monsoon  
and high to moderate sea, clear weather  
throughout.

The British steamer Arratton Apear, from  
Calcutta 30th Sept., Penang 10th and Singa-  
pore 15th, had fine, clear weather and moderate  
tropical on 17th and 18th.

The German steamer Loongmoon, from Shang-  
hai 18th inst., had fine weather and fresh  
N.W. wind to Lamock; from thence to port  
north storm. Passed three German transports  
Arcadia, Crefeld and Roland, bound north.

The British steamer Duke of Portland, from  
Calcutta 7th inst., had fine weather with light  
S.W. winds through Bay of Bengal; thence to  
Singapore light W.S.W. winds with occasional  
showers, and thence to lat. 11 N., long. 107.30  
E., strong

VESSELS ON THE BERTH  
OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN AND THE UNITED  
STATES.MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.  
Dobrovic Amoy, Shanghai, Nagasaki, Kobe, (TUESDAY, Oct. 23,  
Nagasaki, Yokohama, Honolul) ... at NOON.

Coptic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, Honolul) ... at NOON.

Gaelic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, Honolul) ... at NOON.

THE Company's Steamship "DORIC"  
will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 5th October, 1900. [2353]

TOYO KISEN KAISHA.  
TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.FOR MANILA DIRECT.  
THE Company's Steamship.

"MENMUI."

Captain R. W. Almond, will be despatched above TO-MORROW, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME &amp; CO., General Managers.

Hongkong, 17th October, 1900. [2676]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above

TO-MORROW, the 23rd October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th October, 1900. [2358]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

THE Company's Steamship.

"TONKIN."

Captain Vaquier, will be despatched for the above ports on or about TUESDAY, the 23rd instant, instead of as previously notified.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 20th October, 1900. [2679]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship.

"MAUSANG."

Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th instant, at NOON.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,  
General Managers.

Hongkong, 17th October, 1900. [2677]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR PORT DAI IN QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above

MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia and New Zealand for return by the steamers of the EASTERN AND

AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th October, 1900. [2356]

VESSELS ON THE BERTH  
THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR FOOCHOW VIA SWATOW AND  
AMOY.

THE Company's Steamship.

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 11th October, 1900. [2352]

FOR PORTLAND (OREGON) VIA JAPAN

(Booking Cargo for SAN FRANCISCO and  
OVERLAND POINTS).

THE A.I. Steamship

"MONMOUTHSHIRE."

Captain Kennedy, will be despatched on or about the 25th inst.

For Freight and Passage, apply to

T. M. STEVENS & CO.,  
Agents.

Hongkong, 20th October, 1900. [2370]

PASSAGE.

THE Steamship

"MONMOUTHSHIRE."

100 A.I. sailing for PORTLAND (OREGON) about the 23rd inst., has room for a few First Class Passengers at reduced rates.

Bookings for Interior Points and Europe, Stewardess and London direct on SATURDAY, the 27th October, at NOON, taking passengers and cargo for the above ports.

For further particulars, apply to

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 16th October, 1900. [2470]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohokohama, and Honolul) ... at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohokohama, and Honolul) ... at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohokohama, and Honolul) ... at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for the above ports on WEDNESDAY, the 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 1st August, 1900. [2118]

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE  
(Calling at TIMOR, PORT DARWIN, and  
QUEENSLAND PORTS and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 5th October, 1900. [2353]

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SHEWAN, TOME &amp; CO., General Managers.

Hongkong, 17th October, 1900. [2676]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above

TO-MORROW, the 23rd October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th October, 1900. [2358]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

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Hongk

